



Chapter 932

Galt Traffic

Galt Airport, Greenwood, IL (10C)



The monthly newsletter from Galt Airport and EAA Chapter 932

February 2010

Picture of the Month



Claude Sunday flying his Stearman. Photo by Justin Cleland.

Airport Bums Refuse to Leave

By Beth Rehm, PMP

For the past couple of years a group of airport bums have invaded our venerable airfield and all efforts to remove them have failed miserably.



Airport Bum

Calling themselves "The Friends of Galt" their mission is to party and have a good time. Somehow this group manages to thrive without any financial assistance from the airport.

Worn out from

all their partying in 2009, FOG recently announced they are recruiting additional members to assist with party planning activities for 2010. Obviously, there are no special qualifications needed to join this rabble except for a willingness to work for nothing and a gift for planning fresh and exciting events for other airport bums to enjoy.

Rumor has it that that FOG will be meeting in the Galt FBO on February 12th at 6:00 p.m. If you secretly sympathize with their cause, consider volunteering some of your time to ensure the partying continues.

Editor's Note

In this issue of Galt Traffic we are introducing an exciting new feature that we hope you will enjoy.

Each month we will select a "Picture of the Month" from photographs taken by our readers. Images must be in some way aviation-related, but not necessarily taken at Galt Airport. Preference will be given to photos of airplanes/people connected with Galt and FOG or EAA chapter 932 events due to their relevance to our readership. You must own the image or have permission from the owner to use the image for this purpose.

Please submit your photos in JPEG or GIF format with some general information and a suggested caption to the editor at erehm360@comcast.net.

Beginning with the March issue of Galt Traffic, the newsletter will no longer be printed and mailed with the monthly invoices. Our new email-only distribution policy will enable us to bring you the newsletter sooner and will, in a small way, contribute to the environment by saving paper. Printed copies will be made available in the FBO for anyone who needs one.

Beth Rehm, PMP

Editor

Ski Plane fly in

By John Roach (N-2427H)

Most pilots have learned that when a highly humid flow of warm air passes over a very cold, frozen surface covered with snow and ice, varying low ceilings and fog restricted visibility are the likely outcomes. Such was the case on the morning of January 16th.

While driving to Pistakee Lake for the annual Ski Plane Fly-In, I noted the low clouds and traces of fog while wondering if any aircraft would arrive for the event. Turning into the almost empty parking lot at Castaways shortly after 10:00 am, not a single plane was in sight.



Ready for takeoff.

As I was sipping my second cup of tea and warming up inside Castaways, I glanced out across the lake to see Dan Johnson's yellow Piper Cub just settling to the snow crusted lake. After shutting down, Dan was joined by several snowmobilers in laying out orange cones to make a runway on the lake. About this time Mike Eannarino arrived in his blue and white Citabria. Dan had talked by cell phone to several other pilots who



Crossing the threshold.

were hoping to fly in but were waiting for VFR minimums at their fields.

By 11:00 Castaways was almost crowded with spectators. Dan and

Mike began making some demonstration flights. Two large pots of chili had arrived and were being reheated for lunch. But there was no sign of additional aircraft. It was soon confirmed by cell phone that no more planes

would arrive, as their pilots were driving in by car rather than flying in. After lunch, Parker Johnson's chili was voted the best of the fly-in. However, it must be stated that both chilies were excellent and very much appreciated on a rather nippy day.

Following lunch, a Short Stopping Contest was held. Pilots were to touch down after passing over an orange line painted on the ice with the shortest slide-out to be declared the

winner. Dan Johnson volunteered his plane so that other attending pilots could participate. The results varied from 422 feet to Dan Johnson's winning 375 feet.

I'll probably never fly a ski plane, however, I did pick up two tips that make sense for all pilots who fly in the cold months. Both Dan and Mike carried old, worn out sleeping bags (the kind most of us toss out) which they threw over their cowlings to keep their engines warm between flights. And both propped their skis up to keep them from freezing to the ice between flights. Both ideas may come in handy if I get my hanger shoveled out before the snow melts.



Baby its cold outside.

Paper Pilot Certificates Expire

By Beth Rehm, PMP

If you haven't yet replaced your old paper pilot's certificate with the new plastic version, take note: on March 31, 2010 your paper certificate will expire.

The rule requiring pilots and airmen to switch from paper to plastic

was introduced on February 28, 2008, primarily to make the certificates more counterfeit resistant.

If you happen to miss the deadline you will not be permitted to exercise the privileges of your certificate until you receive your plastic certificate, but you will not be required to take another checkride to acquire one.

FAR 61.19(h) reads: Duration of pilot certificates. Except for a temporary certificate issued under §61.17 or a student pilot certificate issued under paragraph (b) of this section, the holder of a paper pilot certificate issued under this part may not exercise the privileges of that certificate after March 31, 2010.

Pilots can request the plastic certificate via snail mail or online on the [FAA's Web site](#).

Brian's Brainteaser

A monthly puzzle from Brian Spiro, Director of Aircraft Maintenance, Galt Airport.

Brian loves watching movies, especially movies with airplanes. He has been petitioning for years to have a "Best Airplane" category added to the Oscars. The Academy explained in their response to Brian's last letter that they could not find a red carpet wide enough for the nominees to taxi down, and that is why there is no "Best Airplane" award. Here is a list of some of Brian's favorite movies and a list of aircraft that appear in them.

Match the movie title with the aircraft from that movie. Each aircraft must only be used once and every aircraft must be used. Some movies featured more than one aircraft but this puzzle only includes the movie's main character aircraft.

Email your answer to Brian at maintenance@onezerocharlie.com. The lucky winner will be randomly selected from the correct answers sub-

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|-----------------------------------|-------------------------|
| 1. Top Gun | A. Boeing 747 |
| 2. Iron Eagle | B. Fairchild C-82A |
| 3. Black Sheep Squadron | C. Boeing B17 |
| 4. Sky King | D. A/B-26 Invader |
| 5. Airport | E. Grumman F-14 |
| 6. Snakes on a Plane | F. Grumman A-6 |
| 7. Flight Plan | G. Balloon House |
| 8. The High and Mighty | H. F4U Corsair |
| 9. Memphis Bell | I. Fairchild FH-227D |
| 10. The Aviator | J. Mig-31 |
| 11. Flight of the Phoenix | K. Cessna 310B |
| 12. Battle of Britain | L. Boeing 707 |
| 13. Airwolf | M. Bede BD-5J |
| 14. Firefox | N. Spruce Goose |
| 15. Octopussy | O. Cessna Symaster |
| 16. Flight of the Intruder | P. Elgin 474 |
| 17. Night Flyer (Vampire's Plane) | Q. Bell 222 |
| 18. Alive | R. Douglas DC-4 |
| 19. Always | S. Supermarine Spitfire |
| 20. Up | T. Lockheed Martin F-16 |

mitted by 2/20/2010 and will receive a free Galt baseball cap.

Answer to last month's puzzle:

If Brian had traveled the entire distance on foot, the odyssey from Middle of Nowhere would have taken him *less* time. The ride on the jackass from the half way point to the end used exactly the same amount of time that the whole journey would have taken on foot, because the jackass went only half as

fast as Brian could walk. So the jackass used up X amount of time, and walking would have used up the same time. So the plane trip would have made the journey longer by the duration of the flight. The trip would definitely have been quicker if he had walked the whole way. But with only one jackass and no plane, it wouldn't have been nearly as interesting!

Congratulations to *Jim Fellers* who was randomly picked from all of the correct answers received.

2010 Calendar of Events

February 12 Event Details

Everyone is encouraged to attend the Friends of Galt open meeting at 6:00 p.m. in the FBO. This meeting will be an informal brainstorming session of event ideas for the upcoming flying season.

February 13 Event Details

All our readers are welcome to attend the EAA Chapter 932, Annual Valentine's Pasta Pot Luck Dinner at 6:00 p.m. in the FBO at Galt Airport. Bring a dish to share and something to drink.

- February 12** FOG Meeting 6:00 p.m.
- February 13** EAA Chapter meeting 10:00 a.m.
Valentine's Pasta Pot Luck Dinner
- March 13** EAA Chapter meeting 10:00 a.m.
- April 10** EAA Chapter meeting 10:00 a.m.
EAA Young Eagles Rally 11:30 a.m.
- May 8** EAA Chapter meeting 10:00 a.m. with guest speaker
EAA Young Eagles Rally 11:30 a.m.
- May 14, 15 16** EAA Oshkosh Work Weekend (contact John Roach for details)
- June 12** EAA Chapter meeting 10:00 a.m.
- June 13** Vintage Aircraft Fly-in Picnic
- June 25, 26, 27** EAA Oshkosh Work Weekend (contact John Roach for details)

Information and Announcements

EAA Chapter 932 Officers and Directors

President: Greg Domski (847) 973-0621

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Airport Information

Airport Business Hours: 8:00 a.m. to 5:00 p.m. Monday through Sunday

FBO: (815) 648-2433 fbo@onezerocharlie.com

Maintenance: (815) 648-2642 maintenance@onezerocharlie.com

Flight School: flightschool@onezerocharlie.com

Line: line@onezerocharlie.com

Snow Removal

Winter is here and the snow has been piling up! We do our best to keep the airport plowed out and safe for everyone but, as you can imagine, this is a tall order for a small airport. If you're planning on flying, please let us know as soon as possible and we will make sure your hangar is plowed out and ready to go. If you have any special requests, or would like to make a standing order, please don't hesitate to let us know.